



## **Meeting Summary Notes**

Date Produced:	April 28, 2008
Meeting:	Framework Management Committee
Date:	April 3, 2008; 1:00 pm. to 5:00 p.m.
Location:	ADOT Administration Building Video Conference Room 206 S. 17 <sup>th</sup> Avenue; Phoenix
Purpose:	Discuss Statewide Framework Update, Critical Needs and Multimodal Themes

### **Participants:**

See attached roster

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at approximately 1:10 p.m. by Victor Mendez, Committee Co-Chair. He mentioned that Dennis Smith, Committee Co-Chair, was running late for the meeting and he asked for the meeting to begin without him. Everyone introduced themselves.

Several members of the Committee joined the meeting via telephone (Yuma, CAAG, and YMPO) and SEAGO was at the Tucson ADOT District Office via video conferencing.

### **Special Policy Committee**

Richard Travis provided an update of the Special Policy Committee that was held on March 17<sup>th</sup>. The purpose of the meeting was to discuss the potential election timing. There was considerable discussion about the pros/cons of the election in 2008, 2009 or beyond. The Committee asked that ADOT determine the legalities of conducting an off-year election.

### **Process Update**

John McNamara provided an overview of the Regional Framework process. There are several key activities going on now.

1. The inventory of existing conditions and issues has been completed and over 180 GIS maps have been created.
2. The statewide modeling tool is underway.
3. Regional stakeholder interviews have been conducted statewide. Over 120 stakeholder interviews were completed.



4. The majority of the community workshops and focus groups have been held. Just a few more will be completed soon. They were held between March 24<sup>th</sup> and April 8<sup>th</sup>. The Focus Groups held in each region were: Economic/Community Development, Multimodal/Commercial Transportation, and Preservation/Environmental. They were held during the day at several locations within each region, with a Community Workshop held the same evening.
5. The Regional Advisory Team held its first meeting on March 12<sup>th</sup>. The focus of the meeting was a comprehensive discussion of the modeling effort and tool, as well as a presentation by Jim Charlier about smart growth and its relationship to the transportation framework process.
6. The MC will begin some advance work before fall 2008, such as outreach to bordering states to understand what is happening on Arizona borders (e.g., traffic volumes, freight volumes) so we are not doing this effort in isolation. This work includes discussing Sonora, Mexico.
7. The relationships with tribal communities have been strengthened through working with Don Sneed and the Inter Tribal Council. The Council has been in touch with the tribes for the critical needs effort, and has worked with the communities to get them involved in the regional framework processes.

Considerable work has been completed. The regional framework consultants are working on *Technical Report #2 – Inventory and Environmental Scan*, and all of the regional public input will feed into the Technical Report. There has been a lot of progress and activity. The process is on schedule and some of the early confusion of the Critical Needs and Regional Framework process has been resolved.

#### **Critical Needs Process Update**

John McNamara provided a PowerPoint presentation of the critical needs process results. As background, submittals from the ADOT District Engineers and COGs were submitted on an individual basis. We found that they defined "critical" in different ways, and the team sent out another email defining it and asked for refinements. The Management Consultants conducted meetings with all the COGs/MPOs and District Engineers to fine-tune the submittals. The trips intended to do three things –

1. Clarify the confusion regarding the Critical Needs process, which is intended to meet a March 31 deadline for the Governor to identify High Capacity Roadways, High Capacity Transit, and Local/Arterial needs.
2. Clarify the type of package to go forward to the Governor. The Team stressed that they have no control over what the Governor does with the information provided to her on Critical Needs.



3. Discuss that the package will include the basis for identifying the funding within each category; and will provide the Governor an illustrative list of projects statewide within the categories that demonstrate the needs statewide on a preliminary basis.

The Management Consultant and ADOT pulled together the critical needs report and submitted it to the Governor on March 31<sup>st</sup> so that she has a tool for discussions with the Legislature, elected officials and business leaders. Using the PowerPoint presentation, John explained the critical needs report that was submitted to the Governor.

**Next Steps:** The Governor is having discussions with elected officials and the business community about the March 31<sup>st</sup> submittal. It is anticipated that the MC will be refining and addressing the Smart Growth initiatives and responding to whatever comes from the Governor in response to the submittal between now and the end of May. John said that it is our intent to provide the information to the Regional Framework Consultants when appropriate, and when the Governor allows it will be available to the planning teams as they move forward with regional framework planning process.

### **Statewide Multimodal Themes**

Peggy Fiandaca introduced the next agenda topic. As we move forward in the regional framework process, we will be developing alternatives and evaluation criteria. The Team thought it would be valuable to begin a discussion about "major multimodal themes" that must be addressed and explored during the process. These themes could be used to guide the evaluation criteria.

Following is a summary of comments:

Victor	What is smart growth and how does it apply to various contexts (urban form)? What does multimodal mean around the state and is it different from place to place? These are some of the questions that really need to be resolved.
Jack	A careful balance between pre-emption of local community land use control and broader smart growth, employer attraction and economic development. The state has to reinforce the importance of creating activity or growth centers that allow for live, work and play; important to reinforce that density is OK.
Jody	Need to consider using a new term to explain the emerging urban or urbanizing areas throughout the state. These areas are not rural but not truly urban like Phoenix or Tucson. It is anticipated that at least five new MPOs will be created by 2012.
Matt	Rail corridors need to be defined that allow for transit-oriented development and multimodal transportation.



- Richard      What is the level of understanding of smart growth throughout the state? The Governor's Smart Growth Cabinet's Scorecard is a good starting point, but do rural areas truly understand smart growth. Is there education that has to occur and a paradigm shift?
- Ken            I do not know anything about the scorecard so if it is going to be an evaluation component there needs to be some education. A lot of communities think they are growing well. There are people that are using the water issue as a wedge in the discussion of growth. Water availability really depends on who you are talking to, because the issue is so different statewide. People that do not want growth use water as a means to fight it. The issue is not necessarily availability of water but its cost; bringing water to where development is or cleaning the water may be costly. Already there are areas that are committed to serious conservation efforts, such as in Northern Arizona.
- Jack           In the short term it seems important to consider developing the roads to fill important gaps in service and bringing transit in a big way. Transit ridership statewide is increasing. Consideration should be given to determining if the growth projections will hold. However, it is important not to react only to short term needs, but also to consider that steps taken in the short term can impact long-term needs and issues. It is critical to determine the balance.
- Ken            The trend of the population aging and its relationship to transportation should be considered.
- Dennis        MAG just heard a speaker on global competitiveness who made some interesting points that Arizona should consider. What strategic economic move does the state want to make so that the infrastructure investment can address competitiveness? The Reconnaissance Study provided us a window into this issue. It might be advisable to evaluate Arizona's competitive advantage using outside experts. Our competitive advantage may mean more airport investment or freight corridors. With this understanding, infrastructure investments could be made to forward that strategic vision. For example, the state has some decommissioned rail freight lines. What is the state's economic plan for expanding the statewide economy and how can this infrastructure be utilized? Are we putting the right emphasis on transportation infrastructure to support Arizona's economic goals? It seems like we need to move forward with both approaches, because we are so far behind in transportation infrastructure that we cannot wait for the economic strategic vision.



- Jack If the vision is cast in today's understanding and not with what might occur in the future, we might make poor strategic investments. Work style and lifestyle changes should be considered along with how they relate to transportation infrastructure. Small changes on the margin make big changes in the system. Behavior will change – where people live and where they work based on the cost of fuel. What about offering a tax credit for signing up telecommuters as an incentive to reduce commutes? The difficulty is in how you model these trends.
- Dennis MAG just completed statewide focus groups on transportation. The big surprise is that the focus on transit was overwhelming. Within the MAG region, the need to expand express bus and the anticipation of LRT is great. The Yavapai region also needs answers to the dependency on the automobile.
- John During our visit to PAG, they discussed the desire to consider the universal transit/seamless fare idea where you can board local transit in Tucson, take commuter rail to Phoenix, and then complete the trip using transit in the Phoenix metro area.
- Eric How we can use part of the infrastructure investments to support economic activity is an important question that needs to be addressed. Should there be strategies for Arizona to move from a pass-through state to a consumption state in terms of freight movements?
- Richard Air quality and its impact should be considered. This is and will become a greater issue as growth continues.

**Summary** – Peggy provided a brief summary of comments about multimodal themes to be considered.

- Strategic economic direction – how do we provide the infrastructure that supports the economic vision and what transportation investments need to be made?
- Global competition and where Arizona fits within this issue.
- Balance of modes and connectivity.
- Cost and availability of water and how this issue will impact growth.
- Aging of the population and its implication on transportation infrastructure or location/travel decisions
- Air quality – particularly for cities that are going to grow



**Next Steps**

The next Framework Management Committee is scheduled for June 4, 2008 from 1:00 p.m. to 5:00 p.m. Suggested agenda items include:

MAG Focus Groups Report  
Statewide Poll Results  
Framework for Evaluation  
Universe of Alternatives  
Report out the results of public involvement  
Critical needs status report

There are videoconference locations in Tucson, Globe, Yuma, Flagstaff, and Prescott. Everyone was asked to advise Deanna Huelskamp at 602/337-2601 or Jennifer Toth at 602/337-2516 before each meeting whether and where they will videoconference or teleconference, so that proper arrangements can be made in advance.

**Adjourn**

The meeting was adjourned at approximately 4:00 p.m.

Meeting summary notes produced by  
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# Framework Management Committee Agenda

April 3, 2008, 1 PM – 5 PM

ADOT Video Conference Facilities or Teleconference

**Phoenix Administration Building**

206 South 17th Avenue

Phoenix, AZ 85007-3212

Video Conference Room Near the "Roadrunner Café"

**Tucson District Office**

1221 South 2nd Avenue

Tucson, AZ 85713-1602

**Yuma District Office**

2243 E. Gila Ridge Road

Yuma, Arizona 85365

**Teleconference Available**

Call-in Number 1-888-693-8686

Conference ID 3975497

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|-----------|---|
| 1:00-1:15 | Welcome and Introductions   |
| 1:15-1:45 | Summary of March 17 Special Policy Committee Meeting (Victor Mendez/Dennis Smith)   |
| 1:45-2:15 | Regional Framework Process/Schedule Update (John McNamara) <ul style="list-style-type: none"><li>-Inventory of Existing Conditions and Issues</li><li>-Statewide Modeling Tool</li><li>-Regional Stakeholder Interviews</li><li>-Community Workshops and Focus Groups</li><li>-RAT Meeting Update</li></ul> |
| 2:15-2:30 | Critical Needs Process Update (John McNamara)   |
| 2:30-2:45 | Break   |
| 2:45-4:30 | Statewide Multimodal Themes (Peggy Fiandaca) <ul style="list-style-type: none"><li>-Brainstorm Issues</li><li>-Categorize as Statewide or Regional</li></ul>  |
| 4:30-5:00 | Other Items   |
| 5:00      | Adjourn   |



# "Building a Quality Arizona"

Statewide Transportation  
**Planning Framework**

## Framework Management Committee

April 3, 2008

Sign In Sheet

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## "Building a Quality Arizona"

### Statewide Transportation Planning Framework

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